

Anett Belhazi

From: Christian Nielsen
Sent: 07 April 2014 09:38
To: Anett Belhazi
Subject: FW: Delivery nomination CHEM NICHOLAS

:(

-----Original Message-----

From: Michael Platzer [mailto:mipl@owbunker.es]
Sent: 07 April 2014 09:35
To: Christian Nielsen
Cc: lpaphy@owbunker.es
Subject: RE: Delivery nomination CHEM NICHOLAS

Good morning dear Christian,

We have checked this several times with our master, based on Chem Nicholas masters information and vessel specifications, and due that for safety reasons the dead slow ahead speed required to perform STS operations off-shore underway is 3.5 knots and it must be a Constant speed, we must cancel this nomination.

We are very sorry,

Thanks,

O.W. Bunker Canary Islands, S.L.U.
Bunker Trader
Michael Platzer

Calle Agustín Millares Carló 10, 1º A , 35003 Las Palmas de Gran Canaria, Spain
Office: +34 928471402; Mobile: +34 650490141; Fax:+34 928471444
Email: mipl@owbunker.es; laspalmas@owbunker.es Yahoo ID: mipl_owbunker; web page: www.owbunker.com

P Save Paper, Save Trees, Save Space, Save Money - Please do not print this email unless you really need to - All life matters.

***** Aviso de Confidencialidad de Mail *****

Este mensaje puede contener información privilegiada y/o confidencial. Si Ud. no es el destinatario indicado en este mensaje (o el responsable de hacer llegar este mensaje al destinatario) no está autorizado para copiar o entregar este mensaje a ninguna persona. En este caso, deberá destruir este mensaje y se le ruega que avise al destinatario por e-mail. Por favor, avísenos de inmediato si Ud. o su empresa no admite la utilización del correo electrónico por Internet para mensajes de este tipo. Cualquier opinión, conclusión u otra información contenida en este mensaje, que no esté relacionada con las actividades oficiales de nuestra firma, deberá considerarse como nunca proporcionada o aprobada por la firma.

-----Original Message-----

From: Christian Nielsen [mailto:christian@integr8fuels.com]
Sent: lunes, 07 de abril de 2014 9:15
To: lpaphy@owbunker.es
Cc: Christian Nielsen
Subject: FW: Delivery nomination CHEM NICHOLAS

Guillermo,

Our captain is adamant that we can sail at 5 knot. See below

----- Original Message -----

From: CHEM NICHOLAS [mailto:chemnicholas@amosconnect.com]

Sent: Sunday, April 06, 2014 08:41 PM

To: Anett Belhazi

Cc: Navig8Group Ops; 'ship@hellenictankers.com' <ship@hellenictankers.com>; 'spc.vcgtech@executiveship.com' <spc.vcgtech@executiveship.com>

Subject: Re: Delivery nomination CHEM NICHOLAS

FM:MASTER CHEM NICHOLAS

DT:06.04.2014

RE:SPC/7958/HEL

Dear Anett,

Good day!!

Yes ,vessel can maintain speed of 5 knots for bunkering.

Best Regards

Capt.Suman Kumar Ojha

Master

Chem Nicholas

Email :chemnicholas@amosconnect.com

Tel : + 870 773153271

Fax : + 870 783200645 Sat C Tlx :463700832/33

Vsl's e-mail system is NOT ON LINE.

For all urgent communications, kindly use SAT-C or Phone/Fax.

"This is an Alcohol FREE ship. Supply, Possession or Consumption of alcohol on board is strictly prohibited"

From: Anett Belhazi

Date: Sat, 5 Apr 2014 15:12 +0200 Msg: AMOS-641662793

Subject: Re: Delivery nomination CHEM NICHOLAS

To: 'chemnicholas@amosconnect.com'

Cc: Navig8Group Ops

Cc: 'ship@hellenictankers.com'

Cc: 'spc.vcgtech@executiveship.com'

Good morning Captain,

Pls see below from sts vessel:

Can we guarantee/ convince them that vessel could keep a more or less even speed of 5 kts?

Qte

If the vessel has fixed propeller and her designed speed at "Dead Slow Ahead" is 7 knots, that means she can not proceed with constant speed of less than 7 knots. They can try to keep average speed of 4-5 knots by setting the engine periodically to "Stop" (until vessel is slowing down to 3-4 knots) and then to "Dead Slow Ahead" (vessel is speeding up to 6-7 knots). The number of consequent engine starts on these ships is always limited by "starting air" pressure and usually can not exceed 20 starts. That means they cannot make "Start" and "Stop" frequently enough, therefore the ship is moving with irregular speed slowing down and speeding up. The engine which produce 7 knots at "Dead Slow Ahead" is very aggressive and it is impossible for approaching ship to follow up her quick speed change, normally resulting to collapse of mooring lines. I have an experience of STS operations with vessels which such propulsion features and they were the most unsafe operations I had ever seen.

Uqte
Best Regards,

Brgds,

Anett Belhazi
Navig8

----- Original Message -----

From: CHEM NICHOLAS [mailto:chemnicholas@amosconnect.com]
Sent: Saturday, April 05, 2014 10:35 AM
To: Master (Wappen von Frankfurt) <master@frankfurt.wappen-reederei.de>
Cc: 'Guillermo Barrera Martinez' <guma@owbunker.es>; 'OWB.Las Palmas' <laspalmas@owbunker.es>; tankerops@hamburger-lloyd.de <tankerops@hamburger-lloyd.de>; chemical@poseidon.de; lpaphy@owbunker.es <lpaphy@owbunker.es>; Navig8 Group Ops; HELLINIC TANKERS <ship@hellenictankers.com>; spc.vcgtech@executiveship.com <spc.vcgtech@executiveship.com>
Subject: Re: Delivery nomination CHEM NICHOLAS

FM: MASTER CHEM NICHOLAS
DT: 05.04.2014
RE: SPC/7927/HEL

Good day!!

That's correct.vessel can maintain speed 5 knots for bunkering.

Best Regards

Capt.Suman Kumar Ojha

Master

Chem Nicholas

Email :chemnicholas@amosconnect.com

Tel : + 870 773153271

Fax : + 870 783200645 Sat C Tlx :463700832/33

Vsl's e-mail system is NOT ON LINE.

For all urgent communications, kindly use SAT-C or Phone/Fax.

"This is an Alcohol FREE ship. Supply, Possession or Consumption of alcohol on board is strictly prohibited"

From: Master (Wappen von Frankfurt)

Date: Sat, 5 Apr 2014 01:51 +0200 Msg: AMOS-641483762

Subject: RE: Delivery nomination CHEM NICHOLAS

To: 'CHEM NICHOLAS'

Cc: 'Guillermo Barrera Martinez'

Cc: 'OWB.Las Palmas'

Cc: tankerops@hamburger-lloyd.de

Cc: 'Poseideon Chem'

Cc: lpaphy@owbunker.es

Good morning Captain,

I just want to clarify the speed issue which is very important for our safe operation while bunkering underway. As You wrote before, Your vessel has a fixed propeller and her speed at Dead slow ahead is 7 knots. Understand that You are going to bring her speed to approx 5 knots with periodical "Stops" and "Dead Slow Aheads". Please kindly confirm.

Best Regards,

V.Babics / Master

-----Original Message-----

From: CHEM NICHOLAS [mailto:chemnicholas@amosconnect.com]

Sent: Friday, April 04, 2014 5:00 PM

To: Master (Wappen von Frankfurt)

Cc: 'Guillermo Barrera Martinez'; 'OWB.Las Palmas'; tankerops@hamburger-lloyd.de; 'Poseideon Chem';

lpaphy@owbunker.es; Navig8Group Ops; HELLINIC TANKERS; spc.vcgtech@executiveship.com

Subject: Re: Delivery nomination CHEM NICHOLAS

FM:MASTER CHEM NICHOLAS

DT:04.04.2014

RE:SPC/7910/HEL

Good day!!

As per manouevring data Vessel speed at "dead slow ahead" in loaded condition is 7 knots.
Minimum Speed to maintain course propeller stopped is 5 knots.

Pls send your vessel particulars also for our information. Also pls advise rendezvous position for bunkering.

Best Regards
Capt.Suman Kumar Ojha
Master
Chem Nicholas
Email : chemnicholas@amosconnect.com
Tel : + 870 773153271
Fax : + 870 783200645 Sat C Tlx : 463700832/33

Vsl's e-mail system is NOT ON LINE.

For all urgent communications, kindly use SAT-C or Phone/Fax.

"This is an Alcohol FREE ship. Supply, Possession or Consumption of alcohol on board is strictly prohibited"

From: Master (Wappen von Frankfurt)
Date: Fri, 4 Apr 2014 01:29 +0200 Msg: AMOS-641090188
Subject: RE: Delivery nomination CHEM NICHOLAS
To: 'CHEM NICHOLAS'
Cc: 'Guillermo Barrera Martinez'
Cc: 'OWB.Las Palmas'
Cc: tankerops@hamburger-lloyd.de
Cc: 'Poseideon Chem'
Cc: lpaphy@owbunker.es

Good morning Captain,

Many Thanks for Your below answers and information.
Understand that Your speed at "dead slow ahead"
is 5 knots. Please confirm.

Best Regards,
V. Babics / Master

-----Original Message-----

From: CHEM NICHOLAS [mailto:chemnicholas@amosconnect.com]
Sent: Thursday, April 03, 2014 8:43 PM
To: Master (Wappen von Frankfurt)
Cc: 'Guillermo Barrera Martinez'; 'OWB.Las Palmas'; tankerops@hamburger-lloyd.de; 'Poseideon Chem';
lpaphy@owbunker.es; Navig8Group Ops; spc.vcgtech@executiveship.com; HELLINIC TANKERS
Subject: Re: Delivery nomination CHEM NICHOLAS

FM:MASTER CHEM NICHOLAS
DT:03.04.2014
RE:SPC/7887/HEL

Good day!!

Ref your mail, pls note...

1. Vessel's type - Oil/Chemical tanker
2. Vessel's flag - Liberian
3. LOA - 182.86 m
4. Length of parallel body at the time of operation - 109 mtrs
5. Distance from midships position to bunker manifolds - Fwd bunker manifold =6 mtrs ,Aft bunker manifold=8 mtrs
6. Propulsion type (fixed propeller or variable pitch propeller) - Fixed
7. Vssl is able to keep constant heading at speed of 5 knots
8. Type of mooring lines (wires or synthetic) - Synthetic
9. Availability of mooring bitts on main deck close to midships position - Yes

Best Regards
Capt.Suman Kumar Ojha
Master
Chem Nicholas
Email :chemnicholas@amosconnect.com
Tel : + 870 773153271
Fax : + 870 783200645 Sat C Tlx :463700832/33

Vsl's e-mail system is NOT ON LINE.

For all urgent communications, kindly use SAT-C or Phone/Fax.

"This is an Alcohol FREE ship. Supply, Possession or Consumption of alcohol on board is strictly prohibited"

From: Master (Wappen von Frankfurt)
Date: Thu, 3 Apr 2014 13:30 +0200 Msg: AMOS-640921488
Subject: Delivery nomination CHEM NICHOLAS
To: chemnicholas@amosconnect.com
Cc: 'Guillermo Barrera Martinez'
Cc: 'OWB.Las Palmas'
Cc: tankerops@hamburger-lloyd.de
Cc: 'Poseideon Chem'
Cc: lpaphy@owbunker.es

Good day,

In order to conduct safe bunkering operation

please advise Your vessel's following details :

1. Vessel's type
2. Vessel's flag
3. LOA
4. Length of parallel body at the time of operation
5. Distance from midships position to bunker manifolds
6. Propulsion type (fixed propeller or variable pitch propeller)
7. Vssl is able to keep constant heading at speed of .. (how many knots ?)
8. Type of mooring lines (wires or synthetic)
9. Availability of mooring bitts on main deck close to midships position

Best Regards

Capt. Viktors Babics

Master MT Wappen von Frankfurt

Sat. Tel. + 870 76 507 21 46

Sat. Fax + 870 76 507 21 48

Sat-C tlx 463 709 179

E-mail: <mailto:master@frankfurt.wappen-reederei.de>
master@frankfurt.wappen-reederei.de

Notice & Disclaimer The message, together with any attachment, is intended for the addressee only. It is confidential and may be legally privileged. Access to this email by anyone else is unauthorised. If you are not the intended recipient please immediately delete this message from your system, destroy any hard copy and inform the sender by return. Any unauthorized copying, disclosure or other use of the information or attachments contained in this message for any purpose is strictly forbidden. The sender and his employer shall not accept responsibility for any changes made to this message after it was sent. Even though all reasonable care has been taken to avoid the transmission of viruses, it is the recipient's responsibility to ensure that onward transmission, opening or using this message, or any attachment, will not adversely affect any system or data, for which the sender and his employer shall not accept responsibility. Anything in this email or its attachments which does not relate to the sender employer's official business is neither given nor endorsed by the employer.

Notice & Disclaimer The message, together with any attachment, is intended for the addressee only. It is confidential and may be legally privileged. Access to this email by anyone else is unauthorised. If you are not the intended recipient please immediately delete this message from your system, destroy any hard copy and inform the sender by return. Any unauthorized copying, disclosure or other use of the information or attachments contained in this message for any purpose is strictly forbidden. The sender and his employer shall not accept responsibility for any changes made to this message after it was sent. Even though all reasonable care has been taken to avoid the transmission of viruses, it is the recipient's responsibility to ensure that onward transmission, opening or using this message, or any attachment, will not adversely affect any system or data, for which the sender and his employer shall not accept responsibility. Anything in this email or its attachments which does not relate to the sender employer's official business is neither given nor endorsed by the employer.

Anett Belhazi

From: Christian Nielsen
Sent: 03 April 2014 11:57
To: spc@esm.amosconnect.com
Cc: Integr8 London Enquiries; Navig8Group Ops; Integr8 Fuels Archive
Subject: Bunker Confirmation for Chem Nicholas @ Off Dakar - [Ref:A112004]

Categories: Chem Nicholas, Canary

Good day Master

We hereby confirm the following order:

Vessel :Chem Nicholas
Port :Off Dakar
Date Range :14 Apr 2014 - 16 Apr 2014
Buyer :Navig8 Pool Inc.
Seller :Integr8 Fuels Inc
Physical Supplier :O.W. Bunker Canary Islands, S.L. U.
[|A112004|]

Product	Spec	Min Quantity - Max Quantity
LSFO 380cst RMG (Max Sulphur: 1%)	ISO 8217 2010	160 MT - 160 MT

Agent : Calling Instructions
Agent Contact :

Remarks :
DELIVERY DATES SUBJECT TO WEATHER CONDITIONS CURRENT ETA 15th PM/16th AM

DELIVERY POSITION MUST BE AGREED BETWEEN BOTH MASTERS

AGENTS TO ENSURE SAMPLES COLLECTED PROMPTLY FROM THE VESSEL AND DESPATCHED BY COURIER ASAP PER OWNER'S/ MASTER'S INSTRUCTIONS.

Please follow your Owner's advice regarding minimum bunker reserves however, as a minimum, your vessel is required to maintain at all times at least 3 days steaming reserves on the fuel oil. While receiving bunkers, mixing of bunkers on board is to be avoided as far as possible and while giving bunker intakes, please advise quantities with and without commingling. Prior to receiving bunkers, please satisfy yourself with regards to its quality and quantity - this must agree with our stem and the Owners quality requirements. Gauging of bunker barge soundings or meter readings if soundings not possible (of ALL tanks, whether or not nominated for discharge) prior to and after supply and sealing of the bunker sample must be witnessed by the ship's officer. If supply to be done via pipeline or truck, opening and closing gauges must be witnessed at the tank truck or pipeline as applicable. Should safe access to the supply vessel not be available, this must be brought to the attention of Navig8 immediately and a letter of protest should be issued accordingly prior to the commencement of supply. Any discrepancy noted during bunker supply in excess of 3.0mt must be immediately brought to the notice of Navig8 by a telephone call AND an email notification. This is to be done whilst hoses are connected- any discrepancy noted after the BDR has been signed will be fully for owners account. Additionally, if a discrepancy is noted and a representative from your vessel did not witness BOTH the opening and closing gauges onboard the supply vessel, this too will be fully for owner's account. Should the discrepancy not be able to be resolved prior to barge casting off, a letter of protest must be issued at the time of delivery and every attempt should be made to make a note on the BDR (keeping in mind that some port state

controls do not permit any comments on the BDR – if a comment is not permitted on the BDR, please issue a letter of protest for this as well). Once the BDR is signed by the vessel, the quantity endorsed on it is binding on all, irrespective of any letters of protest issued. Please ensure samples collected while bunkering are:

- a. drawn by the drip method, taken for the entire duration of the bunkering
- b. drawn at the point of custody transfer, which is usually the vessel's manifold. Some local requirements may require this point to be at the barge manifold
- c. samples drawing and sealing MUST be witnessed by all concerned parties, viz. Vessel rep, barge rep and bunker surveyor, if appointed. If for any reason the barge or the shore facility or the ship staff cannot witness the sampling, this is to be immediately brought to our notice. Only the sealed sample signed for the above by the ships' staff, the barge rep and the surveyor (if appointed), collected by the suppliers and endorsed on the BDR, will be considered as the binding sample.
- d. In case of any off-spec claim, please note only the representative sample drawn as per above will be re-analysed, and the results thereof will be binding upon all.
- e. The sample seal numbers are to be endorsed on the BDR and bunkering statement of fact, which is signed by all parties.
- f. It is important no air blow is allowed during or after bunkering operations. Please ensure the ship staff adopts adequate measures to ensure any 'cappuccino effect' is detected prior to signing the BDR. This would entail, amongst others, keeping a check on the bunker hose for abnormal noise/ movement, checking the surface of the oil in the bunker tank and the sounding tape for frothing.

Bunker samples are to be retained on board for a minimum period of twelve months from the time of delivery.

In case your Owners have contracted for the bunker samples to be analysed, please follow their instructions and off land the samples with the local agents for onward delivery.

Please email a copy of the BDR upon completion of bunkering to ops@navig8group.com and bdn@integr8fuels.com.

Bunkers are to be consumed on the basis of first in first out, unless instructed otherwise by Navig8. For low sulphur fuels, these are to be used only in the SECA and the EU Ports as applicable.

Please ensure you issue protests and notify us immediately if there are delays experienced during bunkering- eg slow pumping or barge not arriving alongside within 2-3 hrs of vessel's arrival at the bunkering position. Protests to be issued for quantity discrepancy as well.

[A112004]